

# WAVELENGTH

The official publication of the Channel Sailing Club Spring 2008



***YOUR NEW-LOOK  
WAVELENGTH  
INCLUDING ...***

**Lazy Days,  
Dolphins and a  
Music Festival**  
page 10 & 11

***COMMITTEE  
CONTACT DETAILS,  
EVENTS &  
TRAINING  
PULL-OUT***

**2007 Race Results  
including  
Handicap  
calculations**  
pages 7 and 8



## The Nav Table



It was nice that the news that I would be taking on the editing of *Wavelength* was generally

welcomed but I was not sure whether the glass of wine offered on the night it was announced (thank you Janet) was to celebrate or commiserate - time will tell! I was reminded that I was taking on an award-winning publication - so no pressure then!

Can I start by thanking Roger for his stewardship of our Club publication. I hope the experience has not put him off contributing from time to time.

You will see that I have made some changes to the style and layout. I hope Members use **The Porthole** to share their views on sailing generally or issues affecting the Club. Through the new **For Sale** column and regular slots for training, safety and racing news, I hope that *Wavelength* will remain relevant for all Members and Club-focused.

One of the first questions I was asked was whether I would bring back Backbiter. The answer is NO - sorry to disappoint those who enjoyed it - but I am sure that those who hated it are relieved! I have, however, introduced **Anchor Watch!**, to provide space for a quirky look at sailing.

I hope you enjoy our latest edition and do let me know what you think about the new-look *Wavelength*.

Leslie Diana Coman

## Government announces action on Marine Navigation and Port Safety

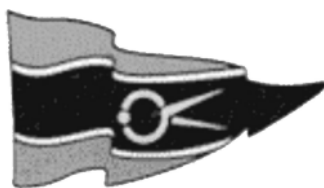
In November 2007, the Government announced a Draft Bill on Marine Navigation and Port Safety.

With the aim of 'increasing the already high safety standard for those working in or travelling through our ports and waters' the Draft Bill is to include measures to clarify and enhance the existing statutory framework for harbour authorities managing port safety matters

and update the rules for marine pilots. The Bill will also give the general lighthouse authorities the powers they need to operate a modern lighthouse service, including funding of pensions, and allow safer navigation of UK waters by ratifying the international Wreck Removal Convention, permitting the UK to claim back costs associated with the locating, marking and removal of wrecks.

## Day-Skipper Course Starts

The first Day Skipper Shore Based training course started on 19 January 2008. Available to existing members, it has also attracted new people to the Club.



## Club Regalia Available

**Penants and burgees, also shirts, fleeces, caps - indeed anything can be ordered with the Club logo embroidered on it - including your boat name, if you want to build a crew strip or record a sailing event.**

**Catalogues and prices available from  
Bosun, Janet Sainsbury  
Call 07971 681 777 or speak to Janet  
on Club nights.**



## The Commodore's Cabin



I'd like to open my first address to you by thanking Trevor for his hard work as our Commodore over the past two years. I will hold fond memories of his stint at the helm even if, at times, events unfolded at an alarming pace! I am delighted that Trevor will remain on the can and we will not lose his expertise, particularly in the

area of communications and publicity.

Special thanks must also go to Trish Heywood and Martin Owen, who have worked so hard to keep our events and social programme going. It is often a thankless job and they are our unsung heroes.

The success of our club lies not only in the strength of our committee, but also in the commitment of Members. Thanks must go to everyone who helps behind the bar and at social events or takes on the task of event organiser. Particular thanks go to people who are stepping down this year.

Roger Longley edited Wavelength for two years. Despite a tight budget he maintained a consistently high standard and delivered it on time. The reins have been taken up by Leslie Diana Coman who is proposing some exciting new plans for Wavelength.

For a number of years Ken Wright has arranged a varied and interesting programme of speakers at the Club. Sadly he feels it is time for someone else to take over the task, so we are looking for another volunteer.

Colin Jackson has been our webmaster for the past eight years. He has developed our website and made it into an important publicity vehicle for the club. Although he wants to retire now, he has agreed to stay on until we have found a suitable replacement.

I am fortunate to inherit a stable and effective Committee and I see my principal objective over the next year to build on that strength. We face two significant challenges, reducing our age profile and building the number of active skippers and boats in the Club.

In thinking about how to address these issues, I have reflected on the origins of the Club. Whilst we benefited from new members joining through the night school shore-based courses, sadly fewer such courses are taking place through Adult Education and this has had a direct impact on our membership. However, under the leadership of our Training Officer and RYA Principal, Bill Swindell, we have gained accreditation from the RYA for in-house training courses. In addition to our CEVNI course, the Club now offers Diesel Engine courses and plans are in place to offer CRS VHF radio courses. The newly introduced Shore-based Day Skipper course, delivered by Bob Gardner, has proved popular. I hope that the provision of these accredited training programmes, together with good practical sailing opportunities with club skippers, will attract new members.

It is not all bad news on membership - we have seen membership grow a little over the past few years, which I feel has been due to the efforts of Tony Sparling, who has targeted publicity at the few remaining night schools and the yachting press. We must build on this success which is why I put such importance on the development of our publicity and communications activities, including the further development of our website.

As I type this column the wind is howling outside and the rain is horizontal. Let's hope that old Neptune spends his venom over the next month and that we can look forward to a friendly and enjoyable sailing season in 2008.

John Mimpriss, Commodore

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### Club Night

Channel Sailing Club  
meets every Tuesday  
at Epsom Sports Club,  
Woodcote Road,  
(opposite The Ladas),  
Epsom, Surrey.  
Bar opens at 2030 hrs

### Copy dates for next issue:

Summer : 1 April  
Autumn : 30 June  
Winter : 30 September

You can receive an  
**e-sailing brief**, if you  
are not on the list -  
get in touch with  
Tony Sparling.

Check out the **Club's  
Website** for more  
information and  
pictures of events.  
www.  
channelsailingclub.  
org

### Cover photograph:

The Marina at L'Aber-  
wac'h taken by  
Diamond Life.

# Strong wind warning stopped boat displays on icicle cruise

With gale force winds forecast for the weekend of the Icicle Cruise, held on 1st December 2007, most crews decided not to sail and opted instead for the ferry.

Only Vikla, owned by Steve and Marilyn McCarthy sailed to



*Above: L-R Caroline Bushell, Roger Roberts and Mac Keight.*

Cowes, and although offering those who ventured out to the marina, hot tea and a gin and tonic, did not put on a display.

That was left to the crew of Knights Challenge, who inflicted on guests, a rendition of 'Chastity Belt', sung to the tune of ..... well we never did find out, because all who took part were singing a different melody and in the case of some, no melody at all. Still, what they lacked in musical talent they certainly made up for in enthusiasm.

Led by Mac Keight crew Angela Walsh and Nicky Painter were joined by Leslie Coman

and Roger Roberts, who were roped-in whilst enjoying a pre-dinner drink. On a vote by a show of hands, between Vikla (for having the courage to sail) and Knight Challenge (for having the courage to sing) Knights Challenge won and received the Midship Trophy.



*Caroline Bushell (R) explaining a sailing manoeuvre perhaps?*



*Above: L-R Nicky Painter, Leslie Diana Coman & Mac Keight with the Midship Trophy.*

Fortunately the evening's entertainment was saved by 'White Harmony' a barbershop choir who sung some Christmas favourites, including White Christmas and Silent Night and the 12 Days of Christmas, which involved Club Members holding up cards for each of the gifts and spinning round at the appropriate part of the song. Members of 'White Harmony' are all volunteers and the money



*Above: White Harmony sang some favourite Christmas songs and a quirky take on Auld Lang Syne.*

*Below: Guests talking over dinner.*







*Left: Marilyn McCarthy and Caroline Bushell enjoying a pre-dinner drink.*

*Below: Richard and Margaret Laker with friends.*



they raise from their performances go to charity.

Using the evening to raise funds for RNLI, Nicky Painter raised £20 drawing quick pencil sketches of those attending. Amongst those captured was the Commodore.

The Royal Corinthian Yacht Club looked after us once again very well, providing good food and service.

Commodore Trevor Barker promised not to make a long speech and was true to his word, taking time only to thank the Royal Corinthian staff and Martin Owen and Trish Heywood, who work so hard on our social programme. He also thanked Members for their support during his two years as Commodore. Trevor announced that subject to agreement at the AGM, John Mimpriss would be taking over as Commodore in 2008. (see AGM report on Page 14)



With around 50 people attending there were fewer Club Members at the Dinner this year, but many commented on the fact that there seemed to be more talking and the usual dash to the bar after dinner was replaced by people moving round tables and chatting.

*Above: Commodores past and present, Graham Jennings (L) and Trevor Barker, in deep conversation. Are they sharing stories about the challenges of club leadership?*

It was disappointing that the weather prevented the usual festive boat displays, which has become such a key feature of our social and sailing calendar. Nevertheless, it was a splendid evening and a chance to dress up. Let's hope for better weather next December.



*Left: The evening was an opportunity to catch up with old friends and discuss the seasons' sailing adventures*

## More festive fun!

A big thank you to Trish, Martin & the team for organizing our final social event of 2007. The Mulled Wine & Minced Pie evening is always a hit with Members.



*Left: Ron Giddings and Jane Norris  
Right: John Lindsay and Peter Denning*



*Left: L-R Julia Riffin, Pat Wainwright, Deanne White & Jenny Newman*

*Right: L-R Christine Shelton-Smith and Janet Sainsbury*



# Useless Unless Worn!

**Research published back in June 2007 revealed that the majority (98%) of sailors and motor boaters own lifejackets, but only 42% actually claim to 'always' wear them when on board.**

Back in June 2007 the RNLI launched its 'Useless Unless Worn' campaign, promoting the use of lifejackets.

Quantitative research conducted on behalf of the RNLI by Prescient Research Ltd in the previous October, undertaken by telephone to a sample of 300 motor boaters (both large: 12-24m and small: 2.5-12m powered craft) and sailors (of large sailing boats: 12-24+m), revealed just now many sailors are not wearing lifejackets all the time.

Now, in calm seas, on a sunny day with light winds, it can all seem a bit over the top to be donning lifejackets, but that is just what the RNLI want us to do. This recommendation is founded on years of experience of the RNLI's volunteer lifeboat crew who know how unpredictable the sea can be. They are trained to put their lifejacket on and to ensure it is correctly fitted whenever they go aboard a lifeboat whether out on a shout or in training - whatever the weather conditions.

RNLI volunteer and Paramedic for the London Ambulance Service, John Donaghy, is featured in the RNLI campaign advertisement. He says: "We're simply aiming to encourage more of the boating community to switch their risk assessment around and say 'when should I take my lifejacket off?' rather than 'when should I



Useless unless worn

put it on?' because experience tells us that in an emergency there is not always time to make sure your lifejacket is securely and correctly fitted."

To fit your lifejacket securely there should be room for the width of two fingers to be placed under the belt of the lifejacket.

The Marine Accident Investigation Branch (MAIB) report on the Ouzo tragedy, raised the debate around lifejackets. The RNLI has given its full support to the MAIB report recommendation (2007/138) which states that the British Standards Institute (BSI) is recommended to: *'consider the likelihood that during an emergency, lifejackets will not be fitted tightly and that, therefore, to be effective, a crotch strap should be standard supply with every lifejacket.'*

Wavelength has decided to conduct its own survey amongst Members to see whether our experience matches the RNLI research. The attached questionnaire is anonymous (so no naming and shaming!)

What do you think about this important issue?

Why not share your views with Club Members through **The Porthole**, letters page.



### Channel Sailing Club Lifejacket survey

Do you have a lifejacket?

☐ yes ☐ no

Do you always wear your lifejacket when sailing, regardless of conditions?

☐ yes ☐ no

Would you only wear your lifejacket in rough conditions or when sailing at night?

☐ yes ☐ no

Size of Boat ..... ft

No of years sailing .....

Please return your questionnaire to Leslie Coman at 1 Christchurch Place, Christ Church Mount, Epsom, KT19 8RS or hand it to Leslie on Club Night. Results will be in the next edition of Wavelength.

Information for this feature provided by the RNLI. A booklet 'Sea Safety: the complete guide' is available from the RNLI

Tel: 0845 122 6999 or [www.RNLI.org.uk/seasafety](http://www.RNLI.org.uk/seasafety)



## Lifeboats



# Racing News

Details on pages 7 and 8 are the results for the 2007 Racing Season. On this page we have the race results and on page 8, handicap analysis. Any questions about the results, please speak to John Kirby, our Race organizer. Apologies for the small print, it was the only way of getting it all onto one page.

BOAT	Series Place	Handicap	Series Points	Nab Tower Race	Sprint Race 1	Sprint Race 2	Passage Race	Wooden Spoon Race	Navigators Race	Pursuit Race
Pell Mell	1	0.933	8	DNC18	1	1	DNC18	1	2	3
Knights Challenge	2	0.927	12	1	2	3	1	DNC18	DNC18	5
Eagle	3	0.962	15	5	3	2	4	DNC18	DNC18	1
Gilkin	4	0.973	33	3	DNC18	DNC18	3	DNC18	DNF5	4
Morning Light	5	0.861	34	4	DNF5	DNF5	DNC18	2	DNC18	DNC18
Get Kool	6	0.936	44	DNC18	DNC18	DNC18	DNC18	5	1	2
Cochise	7	0.864	60	2	DNC18	DNC18	DNC18	4	DNC18	DNC18
Caressa	8	0.941	66	DNC18	DNC18	DNC18	5	DNC18	DNC18	7
Papillon	9	0.96	74	DNC18	DNC18	DNC18	2	DNC18	DNC18	DNC18
Farthing	10	1.036	75	DNC18	DNC18	DNC18	DNC18	3	DNC18	DNC18
Azantia	11	0.945	77	DNC18	DNC18	DNC18	DNC18	DNC18	DNF5	DNC18
Paracelsus	12	0.962	78	DNC18	DNC18	DNC18	DNC18	DNC18	DNC18	6
Loke Avel	13	0.88	79	DNF7	DNC18	DNC18	DNC18	DNC18	DNC18	DNC18
Gengis Khant s	14	0.84	80	DNC18	DNC18	DNC18	DNC18	DNC18	DNC18	8
Vikla	15	0.88	81	DNC18	DNC18	DNC18	DNF9	DNC18	DNC18	DNC18
Aeolus	15	0.795	81	DNC18	DNC18	DNC18	DNF9	DNC18	DNC18	DNC18
Champers	15	0.92	81	DNC18	DNC18	DNC18	DNF9	DNC18	DNC18	DNC18

**DNC** = did not commence, **DNF** = Did not finish, **DNC** = Discard

BOAT	Series Place	Original	Changed R2	Changed R3	Changed R4	Changed R5	Changed R6	Average after R6	Difference	% Perform	R1 Median	R2 Median	R3 Median	R4 Median	R5 Median	R6 Median	R6 Average
Pell Mell	1	0.925		0.926	0.933		0.941	0.933	0.008	100.90	0.925N	0.926	0.949	0.933N	0.956	0.917	0.933
Knights Challenge	2	0.923	0.935		0.923	0.927		0.927	0.004	100.40	0.946	0.935	0.912	0.946	0.927N	0.927N	0.927
Eagle	3	0.983	0.971	0.963	0.964	0.962		0.962	-0.021	97.90	0.958	0.947	0.963	0.94	0.962N	0.962	0.962
Gilkin	4	0.973						0.973	0	100	0.973	0.973N	0.973N	0.973	0.973N	0.973N	0.973
Morning Light	5	0.864	0.853				0.861	0.861	-0.003	99.70	0.842	0.853N	0.853N	0.753N	0.857	0.851N	0.861
Get Kool	6	0.94					0.929	0.864	-0.004	99.60	0.940N	0.940N	0.940N	0.940N	0.917	0.952	0.936
Cochise	7	0.865	0.876				0.864	0.96	-0.001	99.90	0.887	0.876N	0.876N	0.876N	0.862	0.854N	0.864
Caressa	8	0.953				0.941		0.88	0.021	99.70	0.953N	0.953N	0.953N	0.929	0.941N	0.941N	0.941
Papillon	9	0.948				0.96		1.036	0.012	101.30	0.948N	0.948N	0.948N	0.972	0.960N	0.960N	0.96
Farthing	10	1.036						0.945	0	100	1.036N	1.036N	1.036N	1.036N	1.036	1.036N	1.036
Azanti	11	0.945						0.941	0	100	0.945N	0.945N	0.945N	0.945N	0.945N	0.945N	0.945
Paracelsus	12	0.962							0	100	0.962N	0.962N	0.962N	0.962N	0.962N	0.962N	0.962
Lonk Avel	13	0.88						0.88	0	100	0.880N	0.880N	0.880N	0.880N	0.880N	0.880N	0.88
Genghis Khant	14	0.84						0.962	0	100	0.840N	0.840N	0.840N	0.840N	0.840N	0.840N	0.84
Vikla	15	0.88						0.795	0	100	0.880N	0.880N	0.880N	0.880N	0.880N	0.880N	0.88
Aeolus	15	0.795						0.92	0	100	0.795N	0.795N	0.795N	0.795N	0.795N	0.795N	0.795
Champers	15	0.92						0.84	0	100	0.920N	0.920N	0.920N	0.920N	0.920N	0.920N	0.92





## Off Watch

It has been a privilege to serve as your commodore for the past two years and, I have to say, it has been most exhilarating. Mind you, inheriting a falling membership and failing finances was not exactly what one would have wished for and it was clear that something had to be done about both.

I am pleased to report, as I am going 'off watch' that not only have both these issues been successfully addressed but also, a lot more has happened besides.

From the beginning, it was evident that improved communications would be key to improving membership. Our media contact was, at best, poor and we were not making nearly enough use of the club's website or e-mail facilities for promotional purposes.

As for the finances of the club, it has long been established that not having the responsibility for buildings maintenance, the club's bank balance should be maintained at a figure between £10,000 and £15,000. By the simple introduction of raffles at all our events we have painlessly plugged the slow drip and have now a balance that reflects that policy.

Training was another issue which caused concern; how do we maintain our membership when more and more night classes are disappearing? True, thanks to the efforts of Dave Norris, John Lindsay and Gerry Roper, we have run our own diesel engine and CEVNI courses

for some years, but how do we attract people who have little or no sailing experience when there are so few courses to attract them to the sport or to learn the basics of navigation?

Well, here we have had a bit of luck; as some of you know, early in 2007 John Mimpriss and I visited the London Flotilla, a naval yacht club based at HMS Wellington which is berthed adjacent to London's Embankment.

The idea developed between us was for the London Flotilla to provide shore-based training for its 'sailors' who wished to learn the art of navigation and for us to provide them with practical sailing experience'.

As it happens it hasn't quite worked out that way, instead the Channel Sailing Club has been extremely fortunate to welcome into membership Bob Gardener, a RYA shore-base instructor who we met at the Flotilla.

Bob was immediately put in touch with Bill Swindell, our training officer, and the rest, as they say, is history.

The Channel Sailing Club now has its very own shore-based courses which, I am sure, will add tremendous strength to our club and something which I am proud to consider to be the single most important event to have happened whilst Commodore. Perhaps now, my other major worry, the age profile of the club, will slowly start to drop.

We also found the club's rule book to be somewhat out of date and so a complete revision was ordered and effected within a few months and the application forms for our various events have all been revised.

However, I've not done this on my own, no way! As I have said before, I've had a tremendous committee behind me and it is they who have done so much to make my two years so productive and pleasurable. So, again, my thanks go to: **John Kirby** for overseeing our sailing programme, **Peter Denning** as Company Secretary and Treasurer for his mastering and managing of the accounts, **John Mimpriss** who has done a superb job reconstructing our membership database and ideas to get subscriptions in ahead of time, **Colin Jackson** for his maintenance of the club's website, **Trish** and **Martin** for their tenacity in ensuring the bar is always manned and our social events go with a bang, **Steve McCarthy** for his hard work on club development, **Tony Sparling** for his promotion of the club to the outside world and his extremely informative monthly e-briefs, **Janet Sainsbury** for her administration of the Bosunry and Committee administration and **Bill Swindell** for overseeing the club's training programme and work on the new Rule Book. Last but not least, I would like to thank all those who have volunteered to run our cruising and racing events and to you, the members, for your continuing support.

All that is left is for me to congratulate my successor, John Mimpriss, and to wish him every success as your Commodore, and to ask you to continue with your support for your hard working committee.

Safe Sailing!

Trevor Barker



# Lazy Days, Dolphins and a Music Festival

**In the first of a two part feature, David Crossan tells Wavelength about a trip last summer to La Rochelle on Diamond Life.**

**David takes us on a gentle meander through their journey with some tips and things to look out for if you plan to go in that direction.**

Intending to seek the sun and good food Diamond Life set sail at the start of June last year for La Rochelle.

The plan was to work our way down the coast in day trips. Making as far in one day as we could, and taking it easier on the return trip but to keep moving. We intended to eat out for some of the time, so the passage planning involved ensuring we had arrived by mid evening.

Off we set on 9th June from Portsmouth to Cherbourg where we met David Norris and crew on their way back to Chichester. Then we went via St Peters Port, Roscoff and L'aber-wac'h (there is a new marina nearly finished at L'aber-wac'h which we used). Then to Camaret where we went into the inner harbour; caution! it does get shallow, we saw two other boats (one of them was a motor



boat) go aground inside the channel markers near low water.

From there we went behind the Raz de Sein Light (it is the lighthouse which is always pictured with a huge wave about to break over it) to Loctudy, which was our first night sail. We had decided in advance to try to avoid overnight sailing; it always takes us a day to recover. The long days in June give you nearly 17 hours of daylight.

Loctudy has a big fishing fleet for such a small holiday town. The fish markets are on the inner harbour quay, usual shops and restaurants are, by taking the road out of the marina and then keeping to the left, a good ten minutes walk. Once again we searched for a shop selling chargers for mobile phones. Martin had left his at home so was out of contact - what did we do when all phones were just landline?

Easy place for fuel, not a difficult entrance but it has a shallow bar about half a mile out.

Our next stop was the Ile de Croix where we stopped at Port Trudy. Now on a sailing note we were in a four-meter swell, all dressed up in full oilies and hanked on to the boat. A French boat smaller than us came past with a man out by the stays dressed in a T-shirt and shorts polling his jib out. At times we could only see the top of his mast, the scene then changed with him looking down on us.

On our arrival in Port Trudy, 'Brits' who all were experts on the weather surrounded us; as a result we stayed stormbound for a day (in hindsight a mistake). It is an expensive harbour



*At Camaret a dolphin came in and played in the harbour, but even his navigation skills appeared to slip when he crashed into a buoy during one of his jumps. David is pictured here at La Baulo with a different kind of dolphin.*

*Above: Martin Owen in his 'salty seadog' pose.*

but with good showers. On entry I would not take the first pontoon but go on to the second one away from the ferry and the cill.

The town (usual shops but still no phone charger) is a ten-minute walk up a hill; it has a market, which is open every Saturday.

Our next stop was La Turnballe; the cost of the berth was nine euros plus a token for the shower. The town has a big fish market by the harbour open mornings only. All the normal shops (but no phone chargers) within ten minutes level walk. Not many visitors places, most of them on a floating pontoon, only 20 meters to row to land, an easy hop if your tender is close to hand.

Port Joinville on Ile de Yeu came next; Clare really liked this place, it has the feel of a pretty Mediterranean town about it. White washed buildings with red hung tiled roofs.

*Photograph:  
The Marina at  
L'Aber-wac'h  
which will be  
fully opened in  
2008.*

<b>Name:</b>	<b>Diamond Life</b>
<b>Owners:</b>	<b>Clare Francis Martin Owen David Crossan</b>
<b>Builder:</b>	<b>Sadler</b>
<b>Length:</b>	<b>32 foot</b>
<b>Crew:</b>	<b>The Owners</b>

On the way Martin ran into a pod of about 10 porpoises, their size caused concern, he kept trying to avoid them but I don't think they noticed us.

We went up into the inner harbour right in the town and stayed in the tidal part. This is like being in Honfleur but on a much bigger scale. You can lock into a non-tidal basin and be a little away from the 'life' of the town or there is Port des



There was a big supermarket within ten minutes walk (this had to be big enough to have a phone charger - surely! Sadly no!).

Good big berths, showers were small but free. Watch out for the IPTS lights on the exit of the marina (difficult to see), which are there for the many ferries.

Day eleven and we went to Les Sables D'Olonne. Having stopped by the fuel jetty we were given a berth in the huge marina which is a mile up river. The visitors' section is ten minutes walk to the showers (very good) but twenty minutes to the town. On the north bank of the river the town is dead, a few shops and bars but not much else (so no charger here either)

There is a non-stop ferry across the river to the south side where all the action is. It was like a small Brighton, they were building a marina on the south side of the river and that would be the place to go. On our return here we managed to stay on the fuel jetty, which made a huge difference as it was so much nearer to the town.

La Rochelle was reached the next day, via the Ile de Re road bridge. The centre span has 30 meters clearance so we could use most of it.

Minimes a marina about one mile out of town which holds over 3000 boats - there is a ferry between it and the town. On midsummer's day there was a music festival with groups of all sorts performing on every corner; sounded great and very colourful.

There must have been around eight thousand people milling around, not one policeman in sight. Everyone looked happy and on good behaviour. Just as we were going to bed we had a thunderstorm; within ten minutes not a peep squeak to be heard.

La Rochelle is a big walled town lots to see and do plus a market that opens at midnight until 2pm. The town has many interesting shops - and finally a shop selling mobile phone chargers. Martin was happy.

The only downside of the town berth is that the showers are a good ten minutes walk away, and there were only five showers. But on the upside, if you stay three nights you only pay for two!

**In part II a spinnaker run, engine failure and a pile of lamb chops!**



# Trophies awarded at Club AGM

The annual award of Club Trophies took place at the Club AGM held on 22 January 2008. Full details of the awards will be on the Club website.



Turner Prize: Terry Bower on Get Kool  
 Le Harlequin Trophy: Simon Davey on Papillon  
 Round the Island Trophy: Steve & Marilyn McCarthy on Vikla  
 Gliding Kestrel Trophy: Mike Pelling on Pell Mell  
 The Genghis Trophy: Terry Bower on Get Kool  
 Wooden Spoon Trophy: Keith Gibbs on Farthing  
 Seamogs Trophy: Keith Gibbs on Farthing  
 Fizzgigg Trophy: Bill Swindell  
 Miranda Award: Gerry Tagg

Editor's Award: John Mimpriss  
 Sally Jennings Memorial Trophy: Trish Heywood and Martin Owen  
 Jacqui Sillance Memorial Trophy: Caroline Bushell  
 Flag Officer's Award: Trish Morris  
 Commodore's Cup: Colin Jackson  
 Panic Trophy: Ken Wright  
 Foxhunt Trophy: crew of Get Kool  
 Topsides Trophy: crew of Eagle  
 Cambria Ball: Trevor Barker



**Put your boating items up for sale in *Wavelength*. Send details of items to the *Wavelength* Editor. Not too many words please - email pictures as jpeg files. Advertising is free to Club Members.**

## Lift-jacket for a Dog

Never used on the water, life jacket for medium sized dog. £15. Contact Leslie Coman on 07970 525 143. Money will be donated to the RNLI.

This **Small Craft Portfolio**, 2nd edition (1998), of 10 charts for the Solent area is in excellent condition. Now superseded by the 3rd edition, the charts are no longer suitable for navigation, but are still great for learning, practice and review. Originally costing £33, the price of just £5 will be donated to the Club. Contact Bill Swindell.

## Genghis Khan't,



Westerly GK24  
 cruiser/racer  
 ideal 1st  
 boat, successful in  
 Club racing,  
 sound but  
 needs TLC  
 as has been  
 semi-retired.  
 £3000 for  
 quick sale.  
 Janet  
 Sainsbury  
 07971 681  
 777

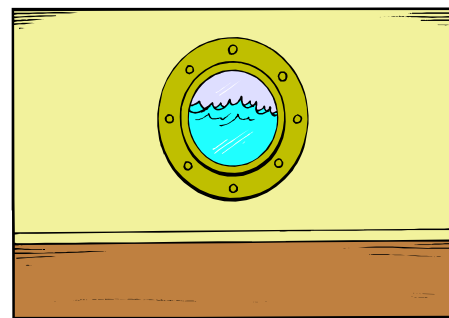
## Knight's Challenge,

Sigma 33. cruiser racer, has taken part in CSC cruises, club races, JOG and RORC races, the Fastnet and Round Britain and Ireland races. Sound, open to any inspection, trial and survey. For sale to dissolve a partnership, either as a whole for £25,000 o.n.o. or to start a new syndicate of up to 5 people at approx £5000 a share. Lying Gosport. For further information, contact Janet Sainsbury on 07971 681 777 or Mac Keight.



# THE PORTHOLE

**Have a rant about something or highlight an issue that you think the Club or fellow sailors should be thinking about and get it off your chest through The Porthole. Send your letters to The Editor at [leslie.coman@comancommunications.biz](mailto:leslie.coman@comancommunications.biz) or to 1 Christchurch Place, Christ Church Mount, Epsom, KT19 8RS.**



## Lifejackets - a sensible precaution

I was in conversation with your Editor and she mentioned that she was doing an article on lifejackets. Also that you now ran a letters page and that having a letter to kick-off the new page would be helpful - so I put pen to paper.

I became a private pilot some years ago - now - what has flying got to do with sailing and lifejackets you might ask - well, as a private pilot, lifejackets are part of our safety regime. It is a requirement to wear a lifejacket when flying over water - regardless of the weather conditions or distance involved. Given the accidents that can happen on a boat from slipping and falling in the water, to being knocked off the boat, it would seem to me to be entirely sensible to wear one whenever out sailing.

Odd to think that I could have been flying over the channel wearing a lifejacket while sailors below me were sailing across the channel without one!

**Stan Hawkins**

Wavelength reader and long suffering father of your Editor!

## Protect your Prop

I picked up in one of the 'freebee' boating newspapers an article about propeller theft. Police have announced an explosion in theft of metal throughout the UK, especially copper and bronze. Record metal prices have triggered the crime wave and boats are an easy target.

The most tempting targets are bronze propellers - but copper sheathing and even ship's bells have been taken. One insurance company is reported to be urging owners whose boats are ashore for the winter to take precautions. Apart from the cost of replacing a propeller, there is often damage done to the shaft - and replacements might be difficult to find.

The advice is to check the wording on your insurance policy to ensure that it covers theft of equipment 'following forcible and violent removal from the exterior of the vessel'. Apparently some policies only cover theft of equipment following a forcible entry into the boat itself.

Boat owners are advised to check the security arrangements in their boat yard and if in doubt, take the propeller home during the laying-up period - that's what I have done!

**Roger Roberts**

## Education, Education, Education

In 1983 I used to sail a Fireball racing dinghy with a friend of mine, Phil Wiles, at Island Barn reservoir near Molesley. Phil used to live in Worcester Park and he became aware that there was an evening class for Navigation run at Glyn School in Epsom. Whilst we were having that wonderful beer after doing a bit of racing around the reservoir, Phil suggested we sign for the evening class. I well remember wondering at the time why do we need navigation classes to sail around the 130 acres at Island Barn reservoir. However we duly signed on and arrived at Glyn on the first Tuesday night of the term. We found ourselves sitting at a presentation being given by an outfit called Pirates Cruising Club offering membership to those who wanted to sail yachts and we duly signed up.

The lecturers at Glyn were experienced members of "Pirates" and what a great job they did. "Pirates" was of course the old name for Channel Sailing Club. Personally, joining CSC was a terrific decision because I can say that I have had some of the best sporting and social times of my life over the last 25 years joining in the Clubs activities. I never forget the generosity of boat owners who allow their yachts to be used on club events.

Anyway, the point of this letter is to applaud the increasing revival of CSC's *own* teaching activities.

Again we can rely on various CSC members' extreme generosity in planning and delivering talks and courses on all sorts of subjects eg

Diesel engines, CEVNI certificates, Day Skipper Theory Course. We now have the very successful winter series of one hour Tuesday evening sessions held at our Epsom Clubhouse.

In my opinion there is no doubt that these instructional sessions are a mainspring of the Club's activities (apart from actually sailing of course!). I say many congratulations to all those who make these things happen.

Personally I find it a great pleasure to belong to such an excellent club and I am sure we will continue to progress on all maritime fronts (if you forgive the pun).

**Tony Sparling**

## ... and from our Training Officer

An interesting website - [www.sailtrain.co.uk](http://www.sailtrain.co.uk) - try it! You'll like it!

**Bob Swindell**

## AGM well attended

An improvement in club finances and an upturn in membership were reported at the Channel Sailing Club AGM, held on 22 January 2008.

AGM business was concluded swiftly and with no additional nominations for the Flag Officer and Committee posts, everyone was elected as set out in the AGM announcement.

See *Wavelength's* new **Pull Out** section for details of the new committee.

Commodore Trevor Barker chaired the first half of the meeting, handing over to the newly elected Commodore, John Mimpriss, who facilitated part II, where members were given presentations on the training, racing, cruising and social programmes for 2007.

The presentations were an opportunity to remind club members of the range of activities that took place in 2007 and to provide a forum for discussion about the

programme for future years. As usual, the presentation included some photos of club events..

Questions from the floor led to a recommendation that the club should donate more to charity and it was agreed that a charity social event could be added to the programme.

A short discussion took place about club night facilities and how they could be improved.

The newly elected committee agreed to take up matters raised by members with Epsom Social Club.

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## Please help the efficient running of sailing events

Following on from discussion at last year's Feedback Meeting, the Club is introducing stricter deadlines for sailing event applications. This is to try and stop the situation where a large proportion of entries only come in close to the event, which then makes life very difficult for the Event Organizer.

Each person wanting to go on a sailing event (either cruising or racing) must send a completed event application

form to the Event Organiser. This applies to boat owners and crew members equally. For crew members in particular, it is not sufficient just to be named on the boat owner's application form.

Application forms should reach the Organiser **10 days before the event** (e.g. for a weekend event, on the Wednesday of the previous week).

**If insufficient entries are received by this date then**

**there is a strong possibility the event will be cancelled.** The decision will be made jointly by the Event Organizer and the relevant Sailing Secretary.

For many members the easiest way to put in an application quickly is via email to the Event Organiser. The details, with the forms, can be found on the Sailing and Racing pages of the Club website at [www.channelsailingclub.org](http://www.channelsailingclub.org)

Thank you for your cooperation.

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## Knots training

*Wavelength* has agreed with the publishers of *The Directory of Knots* that pages from the book can be used to demonstrate how to tie regularly used (and some not so regularly used) knots. If there is a knot that you would like featured in future editions of *Wavelength*, please complete the coupon.

If you don't want to vote for a particular knot, choose one of the following groups: basic knots, the world's favourite knots, 20 practical knots, traditional knots, innovative knots or useful mutations.

If you want to buy *The Directory of Knots*, it costs £14.99, ISBN number 1-84013-663-4.

I want the following knot(s) to be featured in future training features in *Wavelength*.

Name:

Send your completed coupon to *Wavelength* Editor.





# Toilets & Tea Towels

by Leslie Diana Coman

Club night conversation is not all spinnakers and sailing tactics, sometimes we get down to the real important things about life aboard – the state of tea towels.

A doctor wrote to one of the sailing magazines complaining about the use of the tea towels on a trip he was on – one was put on the companion way step throughout the trip where people walked on it to get in and out of the cockpit – and then it was used to drain the crockery – he was shocked – what about hygiene? Sounds normal behaviour to me – mind you, I'm used to the 'botulism sponge' on 'Farthing'. What was once a firm yellow sponge with an abrasive white layer was completely black and at the floppy stage and being used for the washing up! I threw it away, but one of the crew retrieved it and threatened me with it the whole trip.

Some boats seem to work on the 'you eat a peck of dirt before you die' principle. The argument being that it helps the immune system to build up resistance if you pump it with as much bacteria as you can. Others are spotless. I'm reliably informed that 'Redouble' is cleaner than the owner's flat – he says he doesn't want nature taking hold between visits.

The Heads are my flash point on a boat – I cannot stand smelly loos. After a couple of years inspecting all the different types of marine loos available at every boat show and chandler we came across, 'Christopher Robin' was finally endowed with a sparkling new loo and that coincided with an informative article in *Practical Boat Owner* about how to look after your loo. No bleach – no abrasives – just washing up liquid, a good wipe round and flushing through with fresh water at the end of each trip. I often put the washing up water down the loo during a trip to keep things lubricated. Evidently the valves can be damaged by the bleach and other detergents which affect the working parts.

Everyone seems to have a pet hate when it comes to boat 'housekeeping' and living closely with people on board can be challenging if your sailing companion is oblivious to something that puts your teeth on edge.

Next to 'smelly loos' is 'putting things away,' on my personal pet hate list. Hearing stuff clatter from one side of the boat to the other the moment the boat heels slightly really makes me grind my teeth. Griff Reece-Jones comments on this in his book *To the Baltic with Bob*, observing that his crew would accompany the clattering with a cacophony of expletives. I roared out loud when I read it as it reminded me so much of life on board 'Christopher Robin'.

Oh well, back to the cleaning – the diesel spill from five years ago still makes its presence felt from time to time – I'll give the locker another scrub and see if it makes any difference this season.

Now, where's that tea towel?



## CREW APPLICATION FORM

*To be completed by all crew applicants. Please note, the Club will not be able to allocate you a boat for this event without this signed and dated form.*

EVENT ..... DATE .....

Name ..... Telephone .....

Signature ..... Date .....

Last Club Cruise/Race taken part in .....

Who was your skipper on that event? .....

The Club warns all applicant crew (and skippers) that in providing them a place on a club member's yacht it is not warranting the seaworthiness of yachts or the competence of crew or skippers. Applicants should satisfy themselves as to seaworthiness and competence and should also make their own insurance arrangements.

Persons who sign this form declare that they are physically fit to go to sea, in possibly changing conditions, that they understand the possible dangers and that in the event of personal injury or other loss the responsibility (if any) will lie with themselves/their owner/skipper and not with the event organisers. Persons who sign this form agree to notify the skipper if they suffer from any medical condition or have any medical requirements which could be significant during the event.

Persons who sign agree to pay the skipper their share of the direct costs of the event. Persons under the age of 18 must have a written authority signed by a parent or guardian acknowledging that he above conditions have been read and agreed.

**All forms should be returned to event organizer.**

## CRUISE/RALLY/RACE APPLICATION FORM: SKIPPER

*To be completed by all Skippers. The Club will not be able to accept your boat for this event without this signed and dated form.*

EVENT ..... DATE .....

YACHT ..... SKIPPER .....

LYING ..... BERTHS ..... SIZE (metres) .....

Signature ..... Date .....

Telephone ..... Mobile .....

CREW ALREADY AGREED (in addition to the skipper) .....

I acknowledge that it is up to me personally to assess whether any event or activity on the water is too difficult for me, and whether or not my personal safety or that of my crew could be endangered. I acknowledge that the safety of my yacht and her entire management is my sole responsibility, and I am satisfied the yacht and crew are adequate to face the conditions that may arise in the course of the event. I confirm that the yacht is adequately insured and in particular insured against third party claims in the sum of at least £1m. Persons who sign this form declare that they are physically fit to go to sea in possibly changing conditions, that they understand the possible dangers and that in the event of personal injury or other loss the responsibility (if any) will lie with themselves/their owner/skipper and not with the event organisers. Persons who sign this form agree to notify at least one responsible member of the crew if they suffer from any medical condition or have any medical requirement which could be significant during the event. Persons under the age of 18 must have a written authority signed by a parent or guardian acknowledging that the above conditions have been read and agreed.